



Glitch Busters

February 2016



NEXT MEETING
February 2 at 7:00 PM
at the Newark Senior Center

AMA #197

PREZ SEZ

The season of trade shows and flea markets is upon us.

Delaware RC started the season off right with the well-run Flea Market at the Newark Senior Center. Mark and Greg organized a very smooth and successful event on January 16th.

[WRAM Show at the Meadowlands Expo Center](#) - Friday, February 26 - Sunday, the 28th is the biggest hobby trade show on the East Coast. Worth the trip.

[Central Penn. Aeromodelers Association](#) - RC Flea Market - Saturday, March 12 (36th annual) is the "largest one-day R/C flea market in the USA"
8:30AM to 3PM – Rain or shine

[Weak Signals RC Show](#) - Friday, April 1 - Sunday, the 3rd (Toledo) Is the granddaddy of American RC shows, this being the 62nd edition. It's a long trip but you ought to do it at least once!

Field Maintenance

The Board agreed that Mike Ronig will continue mowing the flying surfaces and Rick Scott will do the rough grass. They should coordinate to minimize the time that the field is closed for mowing.

JANUARY MEETING MINUTES

Minutes from the January 5, 2016 Club meeting;

John Kirchstein called the meeting to order at 07:03 P.M.

Guest – Tom Spicer. Has flown years ago. Just getting back into the hobby

Treasurer Report presented by Greg Schock. Reviewed club finances and membership, currently there are 90 members for 2016

Rick Scott read December meeting minutes

Safety report.

➔ Bill Bouchard reviewed the rules of NO Smoking and No taxiing in the pits.

- ✈ Reviewed the Heli and Fixed wing runways and the white marker post. Reminded us not to encroach or fly past the marker. If you need to use the other groups runway, please discuss with other flyers at the field and using the active runways.
- ✈ FPV flyers should have a spotter while they are flying, same as the other pilots.

ALL Business:

Swap meet: Mark Weiss discussed the January 16th, Swap meet. It will be held at the Newark Senior Center, from 08:30 A.M. till 1:00 PM. Table set up should begin approximately 7:30 A.M. Doors open to the public at 08:30. We are in great shape. Planning on having 46 or 47 tables. Event will be over by 1:00 PM.

Freeze Fly: Greg Schock reported on the January 1st freeze fly. Thanks to all that participated.

FAA Registration: The AMA has advised members not to register till they have either completed their negotiation with the FAA or till they advise members to register.

Park stickers: 2016 Delaware State Park stickers are available. They can be purchased from the state and several local merchants, Eastern Marine is just one of those.

Mower: Mike Ronig reported the mower is out for service. It required new bladed, a tune-up, belts tightened and a leak in the transaxle was detected and repaired.

John Kirchstein reports the IMAC event will be May 21st and 22nd.

The Heli's over Delaware date has been moved to July 23rd and 24th.

John Kirchstein reports the State Park Special Use Permit has been completed and is on file. Electric flying is now permitted from 08:00 am to 10:00 PM.

Mark Weiss reports that Bob Smith is in need of 40 size trainers for the flight-training program.

Show-N-Tell:

- ✈ Jim Schlapfer: Cessna AT-17 Bobcat (aka Bamboo Bomber and others). Scratch built from Balsa with foam nacelles.

- ✈ Rick Scott: Partially built RCM Basic Trainer, scratch built from plans from the 1970's. Recommended to fly on a glow engine, I am converting to electric.
- ✈ Rob Pleasanton brought a Testers control line P-39 he recently acquired.

Raffle: John Hosey was this month's winner.

Meeting adjourned 8:13 P.M.

FROM THE EDITOR'S DESK

You may have noticed that none of the McClurg clan have been at the field since before Christmas. Seems we managed to catch a doozy of a bug that had us in its grip for close to a month. PJ and I made it to the Freeze Fly so she could collect dues from renewing members, and I could take some photos. By the time we got to the field at about 11 AM, just about everyone had quit flying. The wind had come up, and it was cold. The result was that we have no great airplane shots for this month's newsletter. We hope to be able to do better next month. Of course the ground is still covered with snow, and another good snow fall during the month could seriously hamper flying. If any of you go out and fly in the snow, please take photos, or give me a shout, and I will. I'd love to capture someone flying with skis.

Scott and I went together to get PJ a special airplane for Christmas. All of us agreed that we would not get any new airplanes, but we knew that PJ really loved this one airplane. She loved how it looked and flew, so we figured she just had to have this plane. It's BIG (at least compared to our hangar full of foamies), but planned to make it electric nonetheless. We got the plane, servos, motor, speed control, a high powered light system, and even a full length pilot for it. On Christmas Day Scott and I brought out the BIG box. It was so big it took both of us to carry from it's hiding place (it took both of us to wrap as well). You should have seen her face when she tore off the wrapping.

When we were finally well enough to start construction, we discovered that for an ARF there was a lot to do on this plane. That is especially true because the plane is going to be electric. We had to find a way to easily get the batteries in and out of the fuselage without having to disassemble the plane, build a custom battery tray, and design and build a combination safety switch/anti spark system that can take 42 volts at close to 100 amps. In addition to the motor batteries, the plane has a separate battery pack for the receiver and servos, and one for the lighting system. Keeping the wiring sorted out in this plane will be a challenge. The fuselage with the rudder and elevators attached is almost done. The wings need the ailerons and flaps attached (no biggie), but putting in

the lighting system is gonna take time. I figure we will have it ready to fly in time for the March newsletter, but I doubt PJ is going to want to do the maiden till the weather starts to get warm again.

Got a story about your newest aircraft or R/C gadget. Send it to us. Glitch readers like to read about what others are doing, or neat things they have found.

FOR YOUR WISH LIST - by Scott McClurg

Two months after the holiday season, you've ODED on sugar, and your spouse/girlfriend/boyfriend/whatever is having a hard time coming up with ideas for Valentines Day. The weather won't be good enough to put anything new in the air for months and you're already working on a new build. What do you ask for?

Well, I stumbled across this blast from the past. For those under 30, it's a rotary phone. You know, you put your finger in the right whole and spin it. Yeah, like in the middle ages. But you gotta admit, it's cool. And I found it available online:



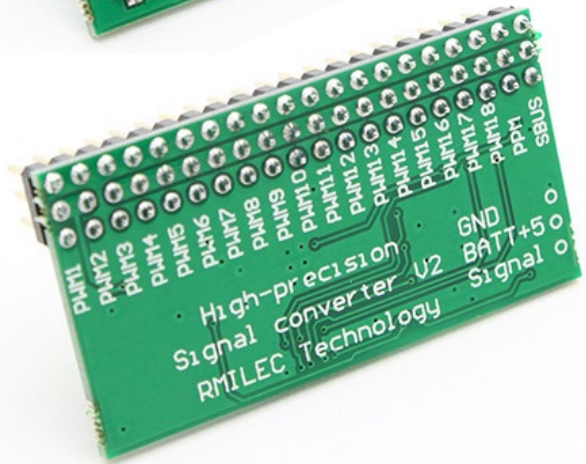
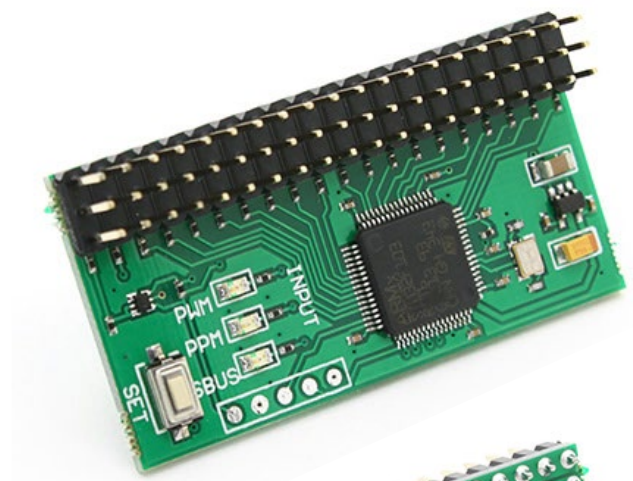
<https://www.oldphoneworks.com/alexander-graham-plane-telephone.html>

RMILEC HIGH-PRECISION SIGNAL CONVERTER V2 by Roger McClurg

Do you have 3 or 4 servos in your wing and want an easy way to connect them to the receiver using just one servo cable? How about a quad copter that uses SBUS or CPM input to the flight controller, but needs additional servo outputs to drive gimbals? Have you ever had a receiver that could output PPM (CPM), but you needed SBUS, or vice versa? How about having SBUS or PPM, but you need the PWM outputs for servos?

The RMILEC High-Precision Signal Converter V2 is a tiny device that can do all that and more. For example: I have a tiny "4 channel" receiver that only has pins to support 4

servos, but it outputs up to 16 channels on it's SBUS. With the RMILEC Signal Converter (and a 16 channel transmitter) I can drive 16 more servos from the same tiny full range receiver. The things this little device can do are impressive. What is more impressive to me is that this amazing device can be had for under \$10. For that price it is worth buying just to see what you can do with it.



Features:

- ➔ PWM PPM SBUS signal conversion
- ➔ Mode 1 PWM Input: Converts the input PWM signal into a corresponding PPM signal and SBUS PPM signal output.
- ➔ Mode 2 PPM Input: Converts the input PPM signal into a corresponding PWM signal and SBUS signal output.
- ➔ Mode 3 SBUS Input: Converts the input SBUS signal into a corresponding PPM signal and PWM signal output.

If the number of channels output are more than the number of channels input, then the converter will populate the unused channels with 1.5MS data.

Under SBUS input mode, PPM can only output 10 channels. (a PPM signal of more than 10CH has too large of a delay, so it is useless to send more than 10 channels)

After power up, the converter will wait 10 or more signal cycles to determine if the input signal is stable, if there is no input signal then the LED will blink slowly.

If the input signal is lost then the output is automatically filled up with 1.5mS data, and the LEDs blink rapidly.

Setting

Press and hold the SET button then power up, when the LED flashes 3 times release

the button, this puts the converter in setting mode. Each press of the SET button rotates through PWM - PPM - SBUS inputs. Press the SET button until the LED of the input you desire lights up. The setting is automatically saved. Cycle power to use .

Specs:

Input voltage: 3.3 ~ 12V

Supports: Reverse polarity protection

Accuracy: 4000 count per 1ms (10PPM source)

Signal Generator: Hardware anti interrupt program

Weight: 10g

Dimensions: 50 x 25 x 12mm

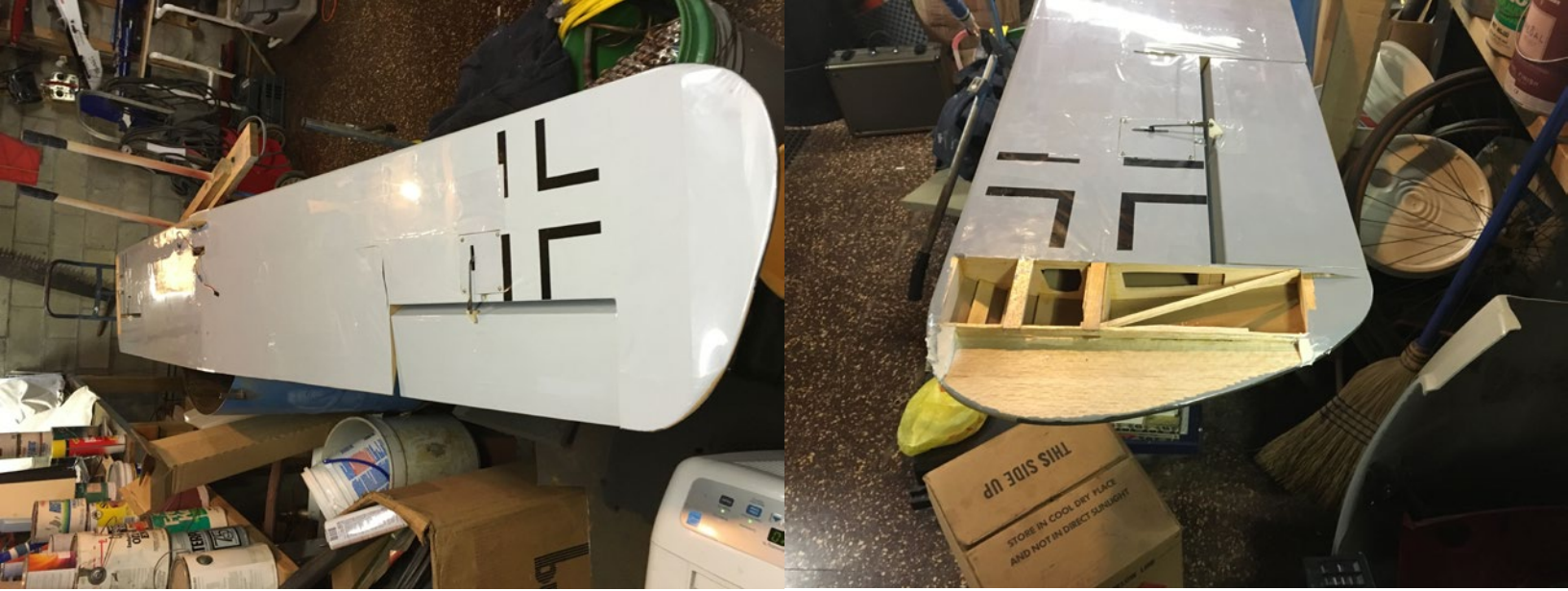
HOWARD SMITH'S SENIOR TELEMMASTER - by Bob Smith

What to do on snow days ?

Tony Albence and Jim Schlapfer have been assisting Howard Smith with sales of his hobby items at meetings and recently the club auction. Tony asked would I be interested in this plane and of course thinking this would be a giant trainer I said sure. The plane has minor wing damage on the starboard side tip but substantial damage to the whole front of the fuselage. It obviously came in contact with something more solid than air. The attached photos show progress on the tip repair and new rebuild of the fuselage. Servo's are in and the fuel tank is mounted. Left to do is engine mount, hatch over fuel tank and the camo covering.

The plane was donated to me with the pledge that I would repair it and get it flying. I'm hopeful for some nicer weather here, the white stuff disappearing from our scenery, little or no wind and a smooth takeoff and landing. Hopefully after all that it will be a



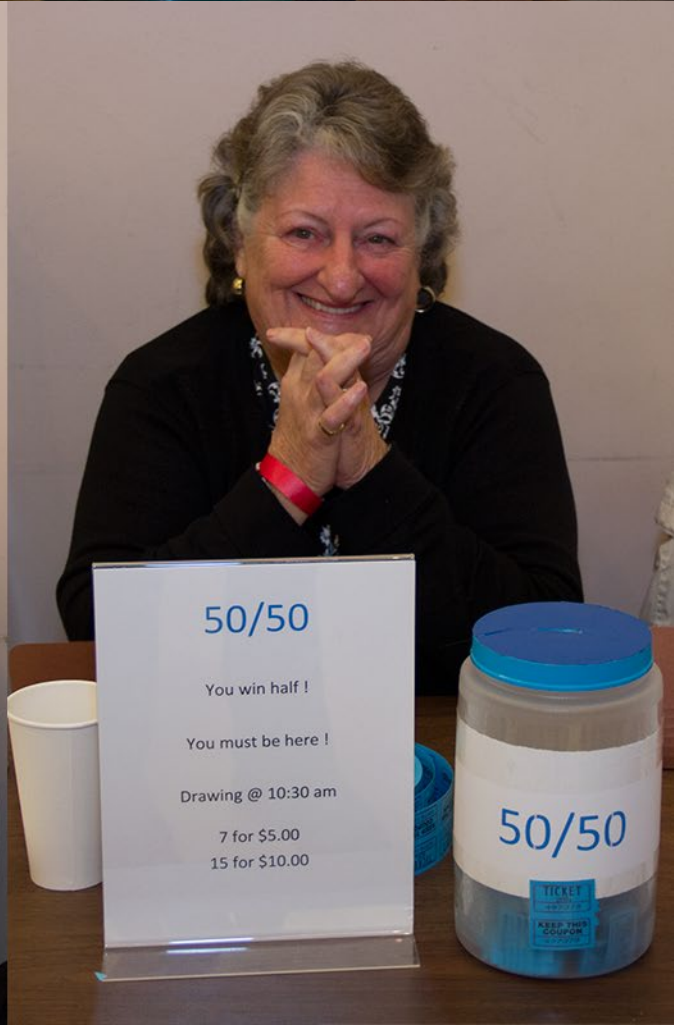


new addition to our training “fleet”. Additional information on this subject and two other donated trainers will be forthcoming.

The auction, by the way, was done very nicely by Mark Weiss and crew and was a fun event for sure. As usual bargains were to be had. J I mean, come on, where can you get 4 stroke glow plugs @ \$2 apiece? I bought all five that he was selling. Definitely liked the “new” auction where the item sells where is as is when the gavel is struck down. Nice job there by Paul Byrd. Cons to the auction? NO HOT DOGS !

SWAP MEET - Pics by Roger McClurg





FREEZE FLY - Pics by Roger McClurg





Miles 4 MADYSON

5K & 10K Walk/Run

Saturday, May 14th • 8:30 am • Oconto, WI

5K or 10K • Walk/Run • Chip Timed
Music • Food • Beverages
Adults – \$25 • Kids (12 & under) – \$15

www.Miles4Madyson.com

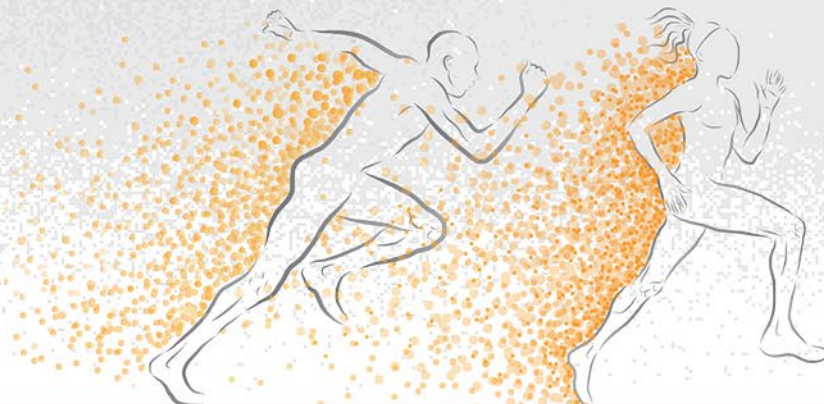
For more information email info@miles4madyson.com



MEET MADYSON...

Our daughter Madyson LeTourneau was diagnosed with Rhabdomyosarcoma, a rare form of soft tissue cancer, on May 18, 2015. She was 17 months old. It was the most terrifying time of our lives. Since then she will have undergone 42 weeks of chemotherapy, a major surgery and 5 weeks of radiation. Through it all she has done amazingly well and we owe a lot of that to Children's Hospital of Wisconsin and the MACC Fund Center. We feel so fortunate to have such a wonderful facility so close to home and want to help pay it forward for other families facing a cancer diagnosis. This run is to celebrate Madyson's fighting spirit and to help continue the efforts of the MACC Fund Center and the Ronald McDonald House, for without them we wouldn't be where we are! No child or family can or should have to fight this battle alone!

All proceeds go to the Ronald McDonald House & MACC Fund Center.



Register online at
www.Miles4Madyson.com

Registration
opens
January 1st,
2016!

We'd like to thank G-Force Hobbies for their generous support of our club:



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Glitch Busters

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